

extension of this same street to the east and then turning north at the base of the first ridge. This section will pass to the west of the city dump, continuing from Mountain Road north and turning west at Burch Avenue. The remainder of the inner loop is composed of Clayton Avenue, the proposed section of Chub Lake Road, and Hillcrest Road.

The outer loop, as was indicated in the definitions, has the primary purpose of carrying traffic around Roxboro. When the entire highway is completed, that purpose will be fulfilled. At present, about two-thirds of this facility are indicated as long range, meaning that the long range portion will not likely be built within this twenty-year planning period. Traffic flow (number of cars in a given direction) and volumes (number of cars at a given point) do not warrant the complete construction of the facility. The section that will probably be of greatest need within the planning period is the following: beginning at N.C. 57 and going southeast, the road will join N.C. 57, U.S. 158 west, N.C. 49, N.C. 157, U.S. 501 south, and U.S. 158 east.

The internal bypass route is Madison Boulevard, extending from Sommerset to Longhurst and Cavel. At present only a small section is four lanes wide; it is strongly recommended that consideration be given to widening the road to four lanes from the intersection of Main Street north to the city line on the south. As is shown on the traffic volumes map, there are in excess of 5,000 cars per day on a major portion of this highway. This fact, coupled with travel desires and the absence of the outer loop, should tend to justify this recommendation.

In order to alleviate some of the congestion problems the following streets have been shown as recommended closures: